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INDIA, AUSTRALIA, &c., and for
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NEWS OF THE FAR EAST
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[a692]

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Hongkong, 5th October, 1908. [a43]

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[a6]

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Hongkong, 19th July, 1909.

[29]

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BIRTH.

On the 11th August, at Sheerness, the wife of
Lieut. A. Watson Hors, Royal Garrison Artillery,
of a daughter.

[1062]

MARRIAGE.

At St. Paul's Church, Caroline, on the 10th
inst., by the Rev. W. E. Strickland, Vicar, assisted
by the Rev. Canon Lott, and the Rev. Syden-
ham Dixon, uncle of the bride, GERALD BEUCE
St. PIERRE BUNBURY, eldest son of Major and Mrs.
Bunbury, Bedford, and FRANCES MARY OLIVIA,
only daughter of Mr. and Mrs. DIXON, Blackwell
Lodge, Cumberland. (By cable.) [1063]HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 12TH, 1909.

The announcement made in REUTER'S
telegrams yesterday that Russia was medi-
ating both at Peking and at Tokyo to secure
a peaceful settlement of the difficulties which
have led to an open rupture between China
and Japan, suggests that St. Petersburg
has become considerably alarmed by the
reports from the Far East which have
been appearing in the newspapers of the
Russian capital lately. These have
spoken of the massing of Chinese
troops in the near neighbourhood
of Chientao, and counter movements
by Japanese troops indicating the
imminence of a conflict. In Japan, too,
news of the movement of Chinese troops in
North East Manchuria has created some
amount of anxiety, but a semi-official utter-
ance in one of the papers has explained the
reports as referable to a very simple cause.
China, it is stated, stations her forces along
the frontier between Chientao and Korea in
the ratio of ten men per mile, but during
the very hot season she recalls these out-
posts to cooler positions. This manoeuvre,
it is added, presents the appearance of mas-
sing forces, and may possibly be intended to

bear the collateral character of a demonstra-
tion. The likelihood of a collision of any
kind between the Chinese troops and the
Japanese gendarmerie, we are assured, may
be counted in the last degree improbable.
It is admitted that "a few Japanese gen-
darmes" have recently been sent to Chien-
tao, but the simple reasons were, we are
told, that the number of Japanese and
Korean settlers having suddenly increased,
the detachment of gendarmes already in
the district had become unable to discharge
the duties devolving on it, and, in the second
place, the ordinary reliefs had to be sent.
The explanation seems very naive, and in
view of the secrecy which veils Japanese
military movements generally, it is not sur-
prising that it tends rather to confirm than
to dissipate the impression created by the
reports of an unusual movement of troops
in Manchuria. The reports from Russian
sources we have seen make reference to
trains loaded with artillery and munitions
of war daily arriving at Mukden, where,
it was recently reported by the
Russian newspaper correspondents, there
are now 22,000 Japanese. We must
take the intervention of the Russian
Government to be referable either to a firm
belief in the progress of warlike prepara-
tions, or to an eagerness to earn the gratitude
of the Chinese Government by seeking to
effect compromises which shall be satisfactory
to China (and incidentally to Russia), and so
pave the way for future favours. In the
present state of public knowledge as regards
the actual facts of the situation, it is im-
possible for the mere spectator to say which
of the two motives govern Russia's action;
but the evidence afforded by the Japanese
press recently of a wide-spread belief in
Japan that a conflict in which China would
strike the first blow is imminent, is certainly
some justification for believing that the
Russian Government has become very
seriously alarmed and apprehensive of
an outbreak of war. At the same time,
Russia's intervention can hardly be regarded
as wholly unselfish, for Russia's interest in
man, if not all, of the questions pending
between China and Japan coincides with the
claims of China rather than with those of
Japan. Take the Japanese railway projects,
for instance. These would seriously affect the
trade of Vladivostok and the traffic of the
Siberian railway. One is the line from
Antung to Mukden, and the other one
from Chongjin, on the coast of Korea, to
Kirin, via Chientao. We explained a few
days ago the position in regard to the former.
At present it is merely a light railway
built by the Japanese during the war for
purely military purposes, and when the war
was over China granted to Japan a conces-
sion for this railway for a period of fifteen
years, when it would revert by purchase to
China. The agreement gave Japan the
right to improve the line and make it fit
for commercial purposes. Japan's inter-
pretation of this provision is that she may,
if she deems it necessary, reconstruct the line
to standard gauge, and this she resolved to
do at an estimated cost of twenty-three million
yen. China for nearly three years has been
objecting to reconstruction, and her per-
sistence against all right or reason has led
to an open rupture. Japan last week
intimating her intention to proceed with
her plans without further delay. It really
does seem absurd to suggest that ordinary
repairs to a Decauville railway formed the
subject of special negotiation in Peking
after a great war, and we cannot but conclude
that what Japan asked for and obtained
from China was the right to convert the
temporary track into a permanent line
which should form part of the Manchurian
and Korean railway systems. We cannot
fathom the reason underlying the Chinese ob-
jection. The only explanations we have seen
suggested are (1) that the conversion of the
line would strengthen Japan's position strate-
gically; and (2) that as China has reserved
in the lease the right to purchase the line at
the end of eighteen years, it is to her interest
to prevent costly improvements. Possibly
both these considerations weigh with China,
and it is not improbable that her attitude
has been stiffened by a little informal
encouragement from the Russian Minister
with the object of defending the interests of
the Siberian railway.

The new railway project, which seems to
be coming more prominently into notice, is
one which would give more convenient
access to Kirin and Mukden than the
Antung railway. Some time ago there was
some talk of a compromise in regard to
Chientao, on the basis of Japan conceding
China's claim to jurisdiction on condition
that the Chinese Government agreed to the
building by Japan of a railway connecting
Chongjin with Kirin, via Chientao. No
settlement of the question was reached,
however, and lately the Chinese have

manifested a disposition to build the rail-
way themselves up to the Korean frontier.
Should this railway be built, whether by
China or Japan, and connection be made
with Chongjin on the coast of Korea, it is
pointed out that the port would quickly
develop into an important shipping centre,
the terminus of a route that would be far
more convenient than Vladivostok for
travellers and goods from Japan, as well as
other parts of Asia. Taking all these
matters into consideration, we can under-
stand the anxiety of Russia, and her very
natural wish to have matters settled to her
satisfaction.

The Siberian Mail of the 20th July was
delivered in London on the 10th inst.

Brevet-Major H. Findlay, East Kent Regi-
ment, has been appointed Superintendent of the
Detention Barracks at Hongkong.

A Peking telegram states that England and
America have proposed that the second Opium
Conference be held at The Hague.

The Bandmann Merry Maids Co. arrive by
the *Sardinia*, and give a performance of "A
Waltz Dream" this evening at the Theatre
Royal.

Mr. H. K. Muller, residing at the Club
Germania, reports to the police that a square
silver cigarette case, which he bought only a
few days, had been taken from a drawer in his
dressing table.

We are asked to draw attention to the adver-
tisement in another column offering for sale the
only available plot of freehold land at Bangkok
suitable for rice or saw mills, docks, shipping
offices and godowns.

The second officer of the s.s. *Haiyung*, Mr. H.
Murphy, informs the police that between 10
o'clock and 10-15 on Tuesday morning somebody
stole from an unlocked drawer in his cabin \$67.
As the boy is absent, suspicion falls on him.

The hearing of the charges preferred against
Mrs. Meyer, of the Colonial Hotel, and two
comrades of selling brandy out of the nature
demanded, which should have come up for
hearing at the Magistracy yesterday, was
adjourned till the 18th inst.

The police have been informed by Mr. Shar-
man, storekeeper, residing at 7 Cook Street,
Hankow, that on the 21st July, while his boy
was removing his effects from Kwloon Docks
to the address given, the boy accompanied with
a bugle, with silver mouthpieces, value unknown,
the property of the Hongkong Volunteer
Corps.

The Yalu River district has recently suffered
much from floods. The old town of Antung has
been almost submerged. The Japanese residing
in the old town are rendering assistance, and
the Red Cross Hospital and the Sino-Japanese
Charitable Union are doing everything in their
power to succour the Chinese sufferers. The
new town has not been injured thus far.

A coolie was charged at the Magistracy yester-
day with having in his possession 56 lbs. of
brown sugar, which he told the Magistrate had
been given him by his master. The master
appeared and told his Worship that the sugar
was "beatings" out of a quantity of sugar bags
which he had given to him. The defendant
was accordingly discharged.

Mr. R. H. Crofton, chief clerk in the
Colonial Secretariat, on Monday gave his
messenger boy ten dollars with which to pay a
private bill. The messenger gave it to a coolie
and told him to pay the bill. Instead he spent
the money. He was arrested and brought
before Mr. Hazeland at the Magistracy yester-
day and sentenced to two months' imprisonment
and six hours in the stocks.

An armed robbery took place near Kowloon
Tong on Tuesday night. About ten o'clock
four men, one armed with a chopper and the
others carrying torches, entered the dwelling
house of a widow, and while one man pressed
her to the ground the others tied her two daughters
together. Then they turned their attention to
the contents of the house, and took away several
articles of clothing and bangles to the value of
\$25.

An inquiry took place at the Marine Court
yesterday before Lieut. Beekwith, Acting
Harbour-Master, into the circumstances of the
collision between the steam launches *Lee To*
and *Lee Yee*, which took place off West Point
on the 26th July, whereby the latter launch was
sunk. The Court found that the collision was
caused by the wrongful act of the coxswain of
the *Lee To* in altering his course and in giving
a wrong signal. The Court ordered that his
certificate be suspended for six months and that
he then undergo a further examination.

LATEST STEAMER MOVEMENTS.

The Glen Line str. *Glenrae* left Singapore
on the 10th inst., and is expected to arrive
here on the 15th inst.

The P. & O. str. *Paine* left Singapore for
this port on the 10th inst. at 1.30 p.m., and
is due here on the 15th inst. at about 10 a.m.

The M.M. str. *Australis* with the French
Mail of the 18th ult., and mails from London
of the 17th ult., left Singapore on the 11th
inst. at 3 p.m., and may be expected to arrive
here on the 17th inst. afternoon, and will leave
for Shanghai and Japan on or about the 18th
inst.

The death took place in Bombay, on the 21st
ult. of Mr. Neoraji Manekji Wadia, C.I.E.,
whose estate, estimated at one crore seventy-five
lakhs of rupees, is understood to have been
nearly all willed to philanthropic objects.

TELEGRAMS.

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THE FINAL TEST MATCH.

ENGLAND V. AUSTRALIA.

LONDON, August 11th.

The English team resumed play
in the Fifth Test Match at the Oval
to-day and closed their first innings for
352 (Sharp 105 in 170 minutes, which
included 11 fours). (Australia in the
first innings compiled 325.)

Bardsley and Gregory then went in
for the Australians, and at the close of
the day's play made 33 and 35 respec-
tively, neither being out. The wicket
was perfect and a crowd of 25,000
witnessed the match.

Scores:—

ENGLAND.

| | |
|-----------------|-----|
| Spooner | 13 |
| MacLaren | 15 |
| Rhodes | 66 |
| Fry | 62 |
| Sharp | 105 |
| Woolley | 8 |
| Hayes | 4 |
| Hutchings | 59 |
| Lilley, not out | 2 |
| Barnes | 0 |
| Carr | 0 |
| Extras | 18 |
| | 352 |

The bowling analysis gives Cotter
six wickets for 95; Armstrong, one
for 93; and Hopkins two for 51.

AUSTRALIA.

| | |
|-------------------|----|
| Bardsley, not out | 33 |
| Gregory, not out | 35 |
| Extras | 8 |
| | 76 |

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE KING.

LONDON, August 11th.

H. M. the King has started for
Marienbad.

THE CRETAN QUESTION.

LONDON, August 11th.

The prospects of a peaceful settle-
ment of the Cretan Question are
improving.

There is a strong feeling at Con-
stantinople that the Government has
been acting under strong pressure
from the Committee of Union and
Progress, which is stated to be
encouraging demonstrations hostile
to Greece and in favour of war.

THE BRITISH BUDGET.

LONDON, August 11th.

In the course of a debate on the
Budget the Government intimated
that it will omit Clause 12 of the
Finance Bill providing for the taxation
of ungoten minerals and will sub-
stitute an alternative clause later.

This is believed to mean a tax on
royalties.

LATER.

The House of Commons has adopt-
ed by 223 votes to 119 Clause 10 of
the Finance Bill taxing undeveloped
land.

THE ALPS CROSSED IN A
BALLOON.

LONDON, August 11th.

The Italian aeronaut, Captain
Spelterini, and three passengers have
crossed the Alps in a balloon from
Chamonix.

They reached a maximum height
of 17,000 feet.

Indian crop telegrams for the week ending
10th July report that the rainfall was general
everywhere in the country. The sowings of
autumn crops continue and agricultural pros-
pects are good and have been improved.

SUPREME COURT.

Wednesday, 11th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNHOLD,
KARBERG & CO.

The action was resumed in which the Hong-
kong Milling Company, of which Mr. H.
Percy Smith is liquidator, claimed \$100,000
from Arnhold, Karberg and Co. for damages,
for alleged failure to supply an ice-making
plant according to stated requirements. Sir
Henry Berkeley, K.C., and Mr. M. W. Slade,
instructed by Mr. John Hastings, appeared for
plaintiffs, defendants being represented by Mr.
MacNeil, from Shanghai, and Mr. G. C.
Alabaster, instructed by Mr. H. W. Looker, of
Messrs. Deacon, Looker and Deacon.

The Chief Justice, before Mr. MacNeil con-
tinued his address, referred to the visit of the
Court to the Ice Works on the previous day.
He said it seemed to him that it would be very
convenient, and it might save discussion, if both
parties were agreed as to what they observed,
because one side might have observed certain
things, the other side different things, and the
Court different things again. In these
circumstances he thought there should be some
agreement.

Mr. Slade was willing to do anything to
assist their Lordships, but thought the thing
was what their Lordships observed.

The Chief Justice—We shall correct it
afterwards, but I would sooner see what you
want us to include, because there were two or
three things I observed which perhaps the
Puisne Judge did not, and perhaps you did not.

Mr. Slade—What form would it take?
The Chief Justice said he meant certain facts,
as on the cutting down the centre of a block of
the Milling Company's ice certain things were
observed, such as, that the needles did not come
out in a bunch as they appeared to at first, but
that there were four main groups. There were
what he called the major needles, and in between
there were minor needles. That was an important
fact.

Mr. Slade asked if each party would state
the facts they observed independently.

The Chief Justice thought so, as there were
about half a dozen facts.

The Puisne Judge said it seemed to him that
it would be a good thing if both sides stated
shortly what inferences they had drawn.

Mr. MacNeil suggested that they should be
handed in writing.

The Chief Justice said there were four main
groups of needles from the centre to the core.
Then a cloudy effect was given to the Ice
Company's ice owing to air streaks. These air
streaks went right through the blocks.

The Chief Justice said the matter had
an important bearing on the question
put to Mr. Haxton as to the relative brilliancy
of the two ices.

Mr. Slade said he would make another
examination, as the patches of cloud he saw next
the plate certainly did not extend through the
block.

Mr. MacNeil, continuing his address, said
there was no evidence on which their Lordships
could fairly act as to the kind of ice being made
in the year 1907 by the Hongkong Ice
Co., although Mr. Haxton said he took up
the existing system and carried it on as it
had been carried on before. He suggested
that the warranty as entered into between
Messrs. Jardine, Matheson and Co. and Mr.
Rennie was not that kind of serious thing which
the warranty in this case was alleged to be.

This warranty was treated as an absolutely
definite and binding agreement to supply ice
the same in certain respects as that of the
Hongkong Ice Co., whereas the warranty
between Mr. Rennie and the Ice Company was
of no such serious kind. He further suggested
that when Messrs. Keswick and Rennie entered
into it they did not care whether it was carried
out or not. The refusal of Messrs. Jardine,
Matheson and Co. to allow Mr. Rennie to
inspect the kind of ice they made showed
that they did not particularly care whether
Mr. Rennie was able to perform his part
of the agreement. For a very considerable time
before he entered into the contract with
Messrs. Arnhold, Karberg and Co., Mr.
Rennie had been considering the possibility of
running an ice plant along with his mill. As
far back as 1905 he had been making inquiries
with regard to different systems of ice
making, and some considerable time before
the contract with Arnhold, Karberg and Co.
he had been inquiring from the defendant
firm as to different systems of ice making. It
appeared also, from correspondence recently
produced, that Mr. Rennie was not only in
communication with Arnhold, Karberg and Co.
but also with other firms regarding ice plants.

When Mr. Rennie signed the contract with
Messrs. Jardine, Matheson and Co. he either
deliberately told them that he would do some-
thing which he thought he could not do, or he
told them with his eyes open that he would do a
thing he could do.

Mr. MacNeil, after dealing with the corre-
pondence which passed between the parties,
referred to the formal agreement which Mr.
Davidson personally presented for signature.
He asked their Lordships to note that the
engrossment was taken round when Mr. Arndt
was away.

Mr. Slade—There is a suggestion of fraud!
Sir Henry Berkeley said the suggestion was
that advantage was taken of Mr. Arndt's absence
to try to get the agreement signed. If that
was not so, the point raised was irrelevant.

Mr. MacNeil said the suggestion was that the
agreement was submitted, not for approval, but
for signature.

Sir Henry Berkeley drew the Court's attention
to the letter sent by plaintiff's solicitors on the

same day in which they asked that the
engrossment should be sent to Mr. Arndt
for approval and signature. The inference of
fraud was unwarranted.

The Chief Justice did not understand that
that was the inference.

Sir Henry Berkeley said that was what the
words implied, and it was a serious imputation.
The suggestion his friend was making, whether
intentional or not, was that Mr. Davidson sent
or took the agreement to Messrs. Arnhold, Kar-
berg and Co. to get it signed when Mr. Arndt,
the only one who knew its terms, was absent.

The Court did not think that was Mr. Mac-
Neil's suggestion.

Mr. MacNeil, proceeding, stated that accord-
ing to his statement of facts, Messrs. Arnhold,
Karberg and Co. sold the plant to Mr. Rennie,
who knew it to be a can ice plant, and who had
previously arranged with Messrs. Jardine,
Matheson and Company to supply them
with ice equal in clearness, purity and quality
to the ice of the Hongkong Ice Co. His
clients entered into the contract in the
belief that it contained no more than what was
already contained in an implied contract in the
correspondence which existed between them
and Mr. Rennie. Further, his clients were not
fairly treated with regard to the matter of
the erection of their plant so as to put it
in a condition of being able to carry out
the satisfactory production of ice required.

They were hampered in the completion and
erection, and therefore found difficulty and
delay in reaching the point at which they could
begin to test the powers of the plant with a
view to finally turning it over in complete
working order. He further stated that the
inspection was an inspection made at a
time when the plant had not been taken
over in complete working order by the plain-
tiffs, and therefore was inconclusive for the
purposes of showing any breach of warranty on
the part of the defendant. He would further
state as a fact that defendants were prevented
by the wrongful action of the plaintiffs, from
even carrying out the week's test run as provided
for by the contract. Defendants felt like some
animal that had been trapped, and not fairly
they were in a position they felt they ought
not to be in. They believed they had honestly
carried out the contract they had honestly made,
and believed this present claim was an attempt
to insist on their doing something they
were never meant to do, and which the
plaintiffs never intended them to do.

Mr. Rennie, in giving a warranty to Messrs. Jardine,
Matheson and Co., must have known what
he was about, and he had done such things with
regard to the defendants that if loss fell it should
be borne by Mr. Rennie, and not by the
defendants. The conduct of Mr. Rennie stopped
him from saying defendants were responsible
for any loss which might have arisen through
defendants acting as he allowed them to act.

Reverting to the ice, Mr. MacNeil con-
tended that the word purity did not mean
transparency. The Milling Company's ice was
what he should call sparkling, as it was
brilliantly crystallised. Clearness did not mean
muddy or dull, but the point was, what clearness
meant. He could not say the ice of the Ice
Company was not transparent, neither could he
say that when one asked for transparent ice
he asked for clear ice. It seemed to him more
likely that what was wanted was that quality of
brilliance which the Milling Company's ice had.

The Chief Justice—It struck me that if a
lady wanted an ornamental ice block for her
table, and had one of the Milling Company's
blocks, all her guests would say how pretty it
was.

Mr. MacNeil—I don't think I need say
any more. The Milling Company's product is
brilliant ice, and is therefore clear. It is
more brilliant than the ice of the Ice Company.

The Chief Justice—While on that point, what
does quality cover? It might cover the
dimensions of the block.

Mr. MacNeil—I don't think the word quality
was intended to cover solidity. Messrs. Jardine,
Matheson and Co. wanted clearness and purity,
and Mr. Rennie said he would give it. When
he drew up the agreement he gave them clear-
ness, purity and quality.

His Lordship asked whether quality in the
eyes of Messrs. Jardine, Matheson and Co. did
not mean absolutely identical ice blocks, etc.

Mr. MacNeil said he thought all along that
Jardine were going to take the ice if it was
marketable, and it was an irresistible conclusion
to his mind that the fact the Milling Company
was no longer a going concern must have
weighed with them in their ten years' contract.

Mr. MacNeil had not concluded his address
when the Court rose.

THE OSAKA FIRE.

LOSSES OF THE INSURANCE OFFICES.

The losses of the fire-insurance offices are of
course not yet accurately ascertained, but the
total amount of property insured in the area
destroyed by the fire is roughly as follows:—

| | |
|----------------------|------------|
| Nippon Fire | ¥2,000,000 |
| Tokio Fire | 2,000,000 |
| Mitsui Fire | 1,000,000 |
| Yokohama Fire | 700,000 |
| Kyoto Fire | 500,000 |
| Kobe Marine and Fire | 600,000 |
| Osaaka Fire | 300,000 |
| Total | ¥7,500,000 |

The loss of each company is estimated as
follows:—

| | |
|----------------------|------------|
| Nippon Fire | ¥1,300,000 |
| Tokio Fire | 1,000,000 |
| Mitsui Fire | 700,000 |
| Yokohama Fire | 500,000 |
| Kyoto Fire | 400,000 |
| Kobe Marine and Fire | 400,000 |
| Osaaka Fire | 150,000 |

The Hakodate fire raged 22 hours and the
houses destroyed numbered 12,000. The present
fire in Osaka raged for 25 hours and did con-
siderably more damage, so that the loss of the
insurance offices must be much larger.

(The figures given above are taken from the
Japan Chronicle of the 2nd inst., but later
telegraphic information has placed the losses
at a very much higher figure.)

SHIPPING NOTES.

The Java-China-Japan Navigation Company has ordered its seventh ship for the East Asia service.

Business at the Docks of the Colony seems to be improving. There are eight vessels at the Kowloon Docks. The Aberdeen Dock is occupied, and there are two vessels at the Tai Koo Docks. The Cosmopolitan Dock, after being vacant quite a long time has been occupied this week by the *Coblenz*, which came out of dock yesterday.

We learn that the *s.s. Persia*, which has been undergoing "the fresh water cure" at Whampoa, for the last twelve months and was brought down to Hongkong last week, has been chartered by the Eng Hok Co. to run to Mexico.

The speed trials of the O.S.K.'s new American liner *Seattle Maru*, which was recently launched at the Kawasaki Dock-yard, have proved very successful, the vessel developing a speed of over 15 knots an hour, although the speed contracted for was only 14 knots.

The M. M. Company have suspended their scheme of constructing fifteen new mail steamers pending a settlement of their negotiation with the French Government regarding the subsidy. The new vessels will replace some of the old ones on the run to Australia as well as to the Far East.

It is reported in Japan that the Mexican Oriental Steamship Company, which has just commenced to compete with the Toyo Kisen Kaisha in the South American services, has resolved to suspend navigation for the present. The difficulty of the landing of the Chinese emigrants in Peru and Chili is most probably the cause of this measure.

Remission of the fine imposed upon the Toyo Kisen Kaisha Steamship Company on the charge of violating the coastwise shipping laws, in recently landing the daughter of ex-Vice-President Fairbanks, at San Francisco, is provided in a decision just rendered by Assistant Secretary of Commerce and Labour McHarg. With her father and mother, the daughter recently sailed from San Francisco for Japan on a world cruise, but at Honolulu, on cable advice that her husband had been ordered back to shore duty, she returned to San Francisco on the Japanese boat. This violated the law, which imposes a fine of \$200 on a foreign steamship company for each passenger carried from one American port to another. The fine was remitted because of the unusual nature of the case.

The private shipbuilding companies in Japan are now experiencing a scarcity of orders. With a view to relieving this distress the Japanese Government has lately placed one order each with the Kawasaki and Mitsui Bishi Shipbuilding Yards for the construction of cruisers. If the shipbuilding business continues depressed the Government will, it is reported, shortly place orders with the Kawasaki and Mitsui Bishi Shipbuilding Yards for the building of several destroyers. The *Oseka Mainichi*, from which we quote the above, says that since the termination of the late war the number of destroyers has greatly increased, but there are many old destroyers whose services must be dispensed with in the near future. In consideration of this fact the Naval authorities are reported to have decided to have a number of destroyers constructed at the private shipbuilding yards instead of at the naval yards.

A Contributor to *Playfair* writes:—Trade in the East, and shipping in particular, were exceedingly bad when I passed over the ground in March and April of this year. In Hongkong I heard that most of the time-chartered boats which had hitherto been engaged in the China coasting trade had been sent home for good, and that out of some 140 only about 30 vessels remained on the coast. In Shanghai the same tale was told, and in Japan I was informed that out of a total tonnage of 1,400,000 of mercantile steam shipping owned by Japan 400,000 tons were laid up. The Contributor concludes a brief review of the development of the Japanese mercantile marine with these observations:—"As regards the future of Japanese shipping I am of opinion that the low wages and cheap victualling will enable Japanese ship-owners to successfully compete against Europeans, and to gradually displace many European vessels now employed in the China trade; at present lack of funds is the principal impediment."

The cause of the recent accident to the German steamer *Andalusia* in Tokyo Bay is alleged by a Japanese paper to have been the taking of a wrong course, namely, between the first and second sea forts off Puttan (Saratoga Spit), instead of between the second and third forts, the regular course. No damage was caused to ship or cargo. Over 1,400 packages of cargo were discharged on the lights sent out to her assistance. The German Navy transport *Titanic*, which sighted the steamer aground about sunset, on her way to Yokohama, stopped and attempted to get the *Andalusia* off at high water at mid-night in co-operation with two tugboats of the Yokohama Dock Co., but without effect. The following day about 400 more tons of cargo were discharged, and at high water at 11.30 a.m. the steamer was successfully refloated, and proceeded to Yokohama. While rendering assistance, the launch *Eagle*, of Messrs. Helm Bros., was caught in a cable and sank. An engineer, named Sahara, sustained injury. Messrs. Helm Bros. immediately sent divers to raise the sunken launch. The German steamer had a cargo of about 3,000 tons, consisting of iron, glass, sugar and sundries.

CHARGE AGAINST A SOLDIER.

WHEN DRUNKENNESS IS AN EXCUSE.

Gunner H. E. Stewart was charged at the Magistrate's Court yesterday with stealing a bottle of whisky, value \$1.70, from Yee Yuen's confectionery shop, 107, Queen's Road East, on the 8th inst. "The accountant in the firm said the defendant entered the shop on Sunday night, and after looking at the case of wines and spirits he took out a bottle of whisky and asked witness 'how much?' Witness told him that the price was \$1.70, but defendant without saying anything more walked out with the bottle. Witness sent a foli after him to ask for the money. Witness heard him say 'pay bottle whisky,' but defendant did not pay, whereupon witness went to him and asked him for the bottle of whisky. Defendant, however, declined to give it to him. He did not say anything, but simply stood where he was. Witness called a constable, who asked what was the matter. Defendant said he had bought a bottle of whisky, but witness said that defendant had no money with which to pay him and asked the constable to get back the bottle. The constable spoke to the defendant, who said that he wanted to drink it. Defendant had evidently been drinking.

The foli gave corroborative evidence. He said that he "chased" the defendant to the next shop.

P. C. Henderson said that defendant appeared to have been drinking, but he did not seem very drunk. Defendant told him that he lived in the district where that whisky was made, and knowing that it was good he wanted it.

His Lordship remarked that it was strange that the defendant should have taken the whisky knowing that he would have been arrested.

Inspector Kerr said that when he saw defendant in the charge room he thought he was very drunk, but when he went away with the military escort he straightened up.

Defendant said he was so drunk he did not remember anything about it. He did not remember going into the shop, but he remembered having the whisky.

How much did you drink that afternoon?—Couldn't tell. I had been out all the afternoon.

Bombardier Owen, a member of the escort, said defendant was drunk when he was taken from the Police Station.

His Worship said this case raised the difficult question of how far drunkenness was to be taken into consideration in respect of a crime. The rough and ready rule was that drunkenness was not to be taken into consideration, that it was no excuse, but in certain crimes the intention was a condition precedent to the crime being committed, and one ought to take into consideration the fact whether the defendant committed a certain crime with a certain intention. His Worship, after referring to certain decisions to show that it was the duty of the prosecution in certain cases to establish felonious intent, said that in this case the evidence was very clear. The prosecution had not satisfied him that there was felonious intent on the part of the defendant in taking that bottle of whisky, and he would, therefore, be discharged.

LOCAL SPORT.

WATER POLO SHIELD COMPETITION.

Two matches in the Water Polo Shield Competition were played at the V.R.C. enclosure last evening, but neither game proved very interesting, the civilian team in each instance being too strong for the opposition.

The first match was between the V.R.C. and 97th Co., R.G.A., and ended as was generally expected in a win for the home team, the score being seven goals to nil.

Next to try conclusions in the enclosure were the Corinthians and the 88th Co., R.G.A., the Yachtman defeating the gunners by eight goals to nil.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for Friday. The business includes a resolution under Section 6 of the Liquor Licences Extension Ordinance, 1903.

The orders of the day are as follows:—First reading of a Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1865.

First reading of a Bill entitled An Ordinance to amend the Rating Ordinance, 1901.

First reading of a Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

First reading of a Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1899, and the Liquor Licences Extension Ordinance, 1903, and to repeal the Liquor Licences Amendment Ordinance, 1902.

First reading of a Bill entitled An Ordinance to amend the Dogs Ordinance, 1893.

First reading of a Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

First reading of a Bill entitled An Ordinance to relieve the Governor-in-Council of certain ministerial duties.

Committee on the Bill entitled An Ordinance to amend the Patents Ordinance 1892.

HOW WE "RULE THE WAVES."

"It is not a matter of mere assertion, but of demonstrated fact," said Mr. F. Wyatt at an Imperial Maritime League mass meeting, held at Unbridge Walls, "that the number of our cruisers in distant seas is entirely and completely inadequate even to attempt to give protection to British seaborne commerce. From Vancouver Island to Cape Horn—some 7,000 miles—there are no British cruisers at all; from the Horn to the West Indies British traders are equally bereft of protection."

THE PHILIPPINE TARIFF.

The Washington correspondent of *The Times* says:—The new Philippine Tariff Bill was framed by a Board of the Philippine Government officials in Manila, after long investigations and hearings under the president, Colonel George Colton, the Insular Collector of Customs. There was no disposition in either House to alter the duties in the Bill as fixed by the Manila officials, few members having any intimate acquaintance with this intricate subject.

The fear that the establishment of free trade relations with the United States will mean the destruction of British trade with the islands is not shared by Colonel Colton. He acknowledged that the immediate effect will be a shrinkage of foreign cotton piece imports to the advantage of the American cotton mills, but his opinion is that the shrinkage will only be temporary. The desire of the Philippine Government is to conserve and develop trade relations with foreign countries. Increased prosperity is anticipated to follow free trade with America, as was the case in Puerto Rico, whose foreign imports have more than doubled since similar free trade relations were established, whilst American imports have expanded fivefold. Colonel Colton looks for such an impetus to Philippine industries by the change, and that eventually the purchasing power of the people will be substantially increased. As the tariff trade with foreign countries will be enlarged, the same time the experience of Puerto Rico indicates that the United States will be the chief gainer.

The rates upon necessities, Colonel Colton says, have not generally been raised, but rather equalized, according to the stage of manufacture at which they are imported. An exception is the duty on rice, which is raised to encourage the production of rice in the islands. The range from 10 per cent. on crude materials for the manufacture of necessities to 50 per cent. on luxuries. Under the proposed law the average duty is expected slightly to exceed that collected under the present law.

The loss to the Philippine Treasury caused by free-trade relations with the United States is to be met by an increased inland revenue tax, which will be borne alike without discrimination by domestic manufacturers and American and foreign imports.

MARRIAGE OF MISS MANSON.

At St. George's, Hanover-square, last month, Mr. Philip H. Bahr, M.A., M.B., son of Mr. and Mrs. Louis Bahr, of Perryfield House, Oxford, Surrey, was married to Miss Edith Margaret Manson, eldest daughter of Sir Patrick Manson, K.C.M.G., F.R.S., and Lady Manson, of 21, Queen Anne-street, Cavendish-square. The bride's father, who is medical adviser to the Colonial Office and Lecturer at the London School of Tropical Medicine, has been medical officer at Chinese ports. The bridegroom was accompanied by the Rev. H. Fearey, Vicar of St. George's, and the Rev. David Anderson, Rector of St. George's; the service was choral, and the church was adorned with flowers and foliage.

The bride, who was given away by her father, wore a gown of white satin, with front panel of raised silver embroidery in the form of Empire wreaths. Her Court train of satin was embroidered in an Empire design, and carried a bouquet of white roses in foliage. Six bridesmaids and three little girls attended the bride, the former being the Misses V. and R. Manson (sisters of the bride), Miss Bahr (sister of the bridegroom), the Misses Dolly and Cecelia Thorburn, and Miss Train; and the children, the Misses Don and Lily Lange (nieces of the bridegroom), and Miss Stephanie Corner. All wore powder-blue tulle, draped over white satin princess neck dresses, with tucked yokes of pale cream lace, the sleeves being of ruffled tulle over cream lace. Their hair was dressed in waves of forget-me-nots. Master Claude Turner acted as page. Dr. Pratt was best man.

A largely-attended reception was afterwards held by Lady Manson at the Langham Hotel, Portland-place, and the bridegroom and bride subsequently left for their honeymoon tour.

FIGHT FOR A CASTLE.

DUKE OF ARGYLL'S ACTION IN THE SCOTTISH COURTS.

A remarkable action, in which the Duke of Argyll seeks to prove that the Castle of Dunstaffnage, Argyllshire, belongs to him, was sent for trial by Lord Johnston in the Court of Session, Edinburgh, last month. The castle is at present in possession of Mr. Angus John Campbell.

The Duke of Argyll, who is proprietor of the lands of Lorne, states that from a very early date the castle was a royal residence and fortress, but was conveyed to him when his family acquired the barony of Lorne from the Stuarts in 1470, the castle being then mentioned as the principal messuage or mansion house of the barony.

In 1502 Archibald, second Earl of Argyll, granted in fee to his kinsman Alexander Campbell Kere and his male heirs the lands of Penycastell in Lorne, and the terms of the charter included the castlekeeping and maintenance of the granger's Castle of Dunstaffnage. Up to the middle of the seventeenth century the proprietor of these lands was frequently designated as captain of the castle. The Duke cites a charter of 1667, and avers that Mr. Campbell and his predecessors have failed to maintain and upkeep the castle, with the result that it has fallen into a ruinous condition.

Mr. Campbell claims that he and his ancestors have been hereditary captains of Dunstaffnage since 1436.

He claims that Dunstaffnage Castle has been occupied for centuries by his ancestors as the major house of the estate. Stones built into the castle bear his arms and initials, and his castle was treated as the manor house of Dunstaffnage when the estate was entailed in 1790.

In Mr. Campbell's statement of facts he quotes a letter from Major-General John Campbell to Neil Campbell, the twelfth captain of Dunstaffnage, and dated August 1, 1746. In it John Campbell desires to know how many men were in garrison "at your house."

"Make my compliments to your lady, and tell her that I am obliged to desire the favour of her for some days to receive a very pretty young rebel. I suppose you have heard of Miss Flora Macdonald?"

How to be Beautiful—Keep your complexion, Miss Edith Carmichael, Laith Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

TECHNICAL EDUCATION IN CHINA.

A correspondent of *The Times* writing from Tientsin says:—Technical education in China shows unmistakable signs of extension. A very few years ago nothing existed which was worthy of the name, while now it is not too much to say that in the course of a few years the engineering schools of China will be second only to the best in Europe and America.

Engineering courses are now being given at the following institutions:—Imperial Polytechnic Institute, Shanghai; Imperial University of Shansi, Tai-yuan-tai; Tangshan Engineering and Mining College, Tangshan; and Imperial Fei Yang University, Tientsin. The work of the first three schools may be briefly described. At the Imperial Polytechnic Institute courses in civil, mechanical, electrical, and marine engineering are given. The Tangshan College offers courses in mining and civil engineering; it was founded and is supported by the Imperial Railways of North China and the Chinese Engineering and Mining Company. The college is well accommodated in new buildings, and the shops of the railway and the mines in the neighbourhood make it a superior place for an engineering school. There is a staff of three foreign professors, and the first students will graduate in 1911. The Imperial University of Shansi is in many ways the most interesting of Chinese Universities. In the settlement of the indemnity claims arising out of the Boxer uprising, it was agreed, through the efforts of Dr. Timothy Richard, that instead of compensation for the foreign lives lost the province should pay a stated sum yearly for five years to found a college where an education on modern lines should be offered. Shansi was at that time a province almost untouched by Western influence. The students available had no knowledge of any language other than Chinese. It was therefore decided to take students who already had a Chinese education and give them a Western training in Chinese. The students have been successfully taught mathematics and elementary science in Chinese, although they were studying English at the same time. Advanced classes have been formed in law, mining, and science, and one year of these courses has been completed. A course in civil engineering is to be started in the fall of 1909. There is a faculty of seven foreign professors.

It may not be out of place to say a few words on the advantages and disadvantages of teaching science and engineering in Chinese rather than in English. At Shansi students who could read English were unobtainable, and teaching in Chinese has been carried on with credit. The other institutions have preferred to get students with some knowledge of English, and give them additional preparation in Chinese. At the present time this is undoubtedly the better method, when such students can be obtained. Men who can teach science, and especially engineering, in Chinese are rare indeed. This makes the use of interpreters, with consequent slowness of progress, almost unavoidable, while the lack of text-books and reference books in Chinese becomes more and more serious as advanced subjects are taken up. The absence of modern technical terms in Chinese is a difficulty which is being gradually overcome; to English lectures and notes, lists of technical terms, and vocabularies in English, soon become proficient in the language, and the time used in slowly acquiring scientific principles through an unfamiliar language is by no means lost. Nevertheless, the time must come when all the more advanced subjects will be taught in Chinese. The creation of a scientific terminology, the translation of text-books, and the development of teachers qualified to teach the sciences in Chinese has already begun.

The Imperial Pei Yang University was founded in 1898, and was graduated before 1900. The Boxer uprising interrupted its work, but in 1903 the University was re-opened on a new site on the outskirts of Tientsin. Its former students had scattered, but new classes were formed, and, after two years of preparatory work, the advanced work was resumed. In 1906 the most advanced class was sent to America to complete their education, and the first class to complete the course will graduate in 1910. The courses now given are law, civil engineering, and mining engineering, but other courses are to be added when the number of qualified students obtainable becomes larger. The engineering courses cover nearly the same ground as corresponding courses in American undergraduate engineering schools, and all technical courses are given in English. There are eight foreign instructors, six of whom are in the engineering departments. The present location is on the Pei-ho, north of Tientsin, and a large modern building has just been finished. An electric lighting plant and a water supply and filters are to be installed in a near future, and hydraulic laboratories and testing machinery are to be added to the equipment in the next term.

As the higher educational institutions in China, the greatest difficulty is to obtain qualified students. Modern education is a force which is to change China to its foundations, and naturally almost inevitably it began at the top. The scheme laid out by the Board of Education provides for the following:—In all towns, primary schools, in which Chinese subjects are taught; in the chief cities, middle schools, in which English and elementary science are taught as well as primary subjects; high schools give a liberal training corresponding roughly to the Bachelor of Arts degree, and rough to the Bachelor of Science degree. As a matter of fact, primary schools are either non-existent or ineffective in most places; the middle schools suffer for lack of qualified teachers, and the high schools are still unable to prepare students for work in a technical school. Thus far all the engineering schools have been obliged to give their students from one to several years' preparation before they could enter upon technical studies. This is, of course, to be expected, and will not be necessary when the lower schools become organized.

The native ability of the students is a much more important matter, since it gives an idea of the possibilities of education in China. Most of their teachers will agree that Chinese students are comparable mentally to Americans or Europeans. Any difference in attainment under the same instruction can be explained by the difference in preparation. The education of a European or American engineer begins with the first breath, if indeed it does not begin with his grandfather. The habits of mental alertness, of close observation, of logical thought, are developed but not formed in the technical school. Besides this there is a great fund of facts about every conceivable subject which the modern boy draws in with the air he breathes, and which his instructors in technical schools take for granted. How large that fund is will not be suspected by one who has not tried to teach boys who have been without it. Allowing for these things, the experiments in engineering education made thus far can hardly be called anything but encouraging. Some of the students who were sent abroad, without completing their course, have graduated with honours from American Universities. Next year the first class will graduate from Pei Yang University, having completed work nearly equivalent to that represented by the Bachelor of Science degree in engineering.

In no country in the world is there a greater need for engineers than in China. There are great railroads to build and to operate, mines to develop, rivers to improve and control, problems of sanitation and irrigation to solve. There are places for hundreds of men who have the character and ability to manage the largest projects. If Pei Yang University or any of the engineering schools can develop one or two men of this kind, it will not have been in vain. Secondly, there is a demand for efficient and trained engineers to fill subordinate positions. How well the present classes at Pei Yang will fill these two demands time will show. It is possible, and even probable, that a large part of them will be useful engineers of the second class, and here and there a man may even become a great engineer. Can the teacher of a European or American class of engineering students say more?

THE CHINESE FOREIGN OFFICE.

PRINCE CHING'S ADMINISTRATION.

The Peking Correspondent of *The Times*, in a despatch dated the 2nd ult., says:—

To the stranger in Peking, especially to the newly arrived diplomatist, nothing is more surprising than the respectful humility with which the representatives of the foreign Powers submit to indignity at the hands of Prince Ching, the President of the Chinese Foreign Office. It would seem as if the old, time-exhaustedness of the Throne which forbade audience with the foreign representatives of any footing of equality had been revived in the Foreign Office, the conduct of the President of which has for many years past been a national reproach.

By the terms of the peace protocol which terminated the situation created by the Boxer rebellion, it was agreed that the Chinese Foreign Office, the old Tsung-li-Yamen, had to be reformed. An Imperial Edict of July 24, 1901, gravely declared that "International affairs take the first place." It ordered that the old Tsung-li-Yamen and the modern Wai-wu-pu was to take rank above all other Ministries and Ministers were to devote themselves to their duties exclusively. The Ministry was to consist of Prince Ching, President, two Assistant-Presidents, and two Vice-Presidents.

From the beginning the provisions of this Edict have been ignored. Far from devoting himself exclusively to the duties of the Foreign Office, Prince Ching has persistently ignored that office. The condition of the Wai-wu-pu has been a perpetual subject of adverse comment. It became a saying that the only change between the old Tsung-li-Yamen and the modern Wai-wu-pu was an alteration in the shape of the table at which the Ministers sat. The Foreign Office had no authority; it attempted to exercise no authority. Despatches from foreign Ministers lay unanswered for months.

THE DOWNFALL OF YUAN SHIH-KAI.

From this position, as was pointed out in *The Times* of September 22, 1903, the Wai-wu-pu was rescued by the ability and energy of Yuan Shih-kai, its Assistant-President, who had no fear of accepting responsibility, whose name carried immense weight in the provinces, and who was backed by the prestige always associated with the Viceroyalty of the Metropolitan Province. His dismissal not only removed from office a statesman who had rendered signal service to the empire, but it shook the confidence of other aspirants for office and rendered the position of Minister in the Wai-wu-pu one not to be envied.

Since the downfall of Yuan Shih-kai the Wai-wu-pu has relaxed into its former state of incapacity, and for this Prince Ching is to blame. Amiable but corrupt, he has for a generation stood for all that is worst in Chinese officialdom. All stories tell of his rapacity, his greed, his unscrupulous sale of office, his indifference to the affairs of State. His wealth is enormous, yet no generous or charitable action has ever been recorded in his favour. Every new Minister in every office of emolument has to pay him toll.

For years he has not visited the Wai-wu-pu. He dwells in a sphere apart from his fellow-Ministers, and, in his private residence, he instantly accords rare audience to the representatives of the Great Powers. They are rare audiences indeed. For the discussion of foreign affairs he has granted one of the most powerful foreign Ministers in Peking two audiences in three years. The average number of times that, as President of the Foreign Office, he discusses foreign affairs with the foreign representatives is less than one interview per representative per annum. Age and decrepitude are the reasons given for his neglect of duty. His age is 72, but while this can be argued as an excuse for his neglect of office, it cannot be advanced as an excuse for his retention in office.

The Prince Regent seems wholly unable to realize the importance of the Foreign Office. Indeed, no feature of his administration inspires greater disquietude among the well-wishers of China. If for no other reason than its impairment of the efficiency of the Wai-wu-pu, his impetuous removal of Yuan Shih-kai was an unpatriotic blunder. And he is now committing other blunders, and the complaints of the Legations are daily increasing.

DISMISSAL OF NA-TUNG.

The Senior Assistant-President of the Wai-wu-pu is a staunch Na-Tung. A member of the Grand Council, who has been a prominent figure in Peking for some years, where he is equally popular with foreigners and Chinese. His special duties in the Wai-wu-pu have been done excellently. Absent since the death of his mother, three months ago, he only returned to the Foreign Office on June 16, and 12 days later he is ordered to relinquish his post and proceed to Tientsin as Acting Viceroy.

In his absence, as during his last absence, the Regent has appointed a Grand Councillor, Shih-Han, whose qualifications to hold office are his unusual knowledge of Manchu script and his exceptional ignorance of foreign affairs. He is an amiable and courtly gentleman much respected in Peking, but he admits he knows nothing and wants to know nothing about foreign affairs. During the recent absence of Na-Tung he declined to attend office, and yet the Regent reappoints him to that office.

Next to Na-Tung is the Junior Assistant President Liang-Tung-yen, a graduate of Yale, a fire scholar in Chinese as well as in English, a contemporary of Tang Shao-yi and other able Cantonese educated America. Upon his shoulders is placed a heavy burden of responsibility.

Both the Vice-Presidents are useful ornaments who have been attached to the Foreign Office for many years. Below them again is a body of younger men—councillors and secretaries—many of whom speak some foreign language. Selected for their ability and capacity, they are the most competent body of officials in Peking. Many of them have been abroad, and have seen in other countries the importance attaching to the post of Foreign Minister and the devotion with which its duties are fulfilled. To them the contrast is most striking.

No one sees more clearly than they do how much China "loses face" by the present incapacity of their chief. His neglect of duty is condemned by all progressive Chinese; his removal from office is a pressing necessity.

HAIR FELL OUT IN A DOZEN SPOTS

In Spite of All Kinds of Remedies—Quickly, Completely and Economically Cured and New Hair Grown—Cure Has Lasted Ten Years.

CUTICURA SUCCESSFUL IN VERY TRYING CASE

"My hair commenced falling out until I had about a dozen bare spots on my head at one time. I tried all kinds of remedies without success. Seeing Cuticura advertised, I thought I would give it a trial. After trying a box of Cuticura Soap, Cuticura Ointment and Cuticura Resolvent and following the directions strictly, in a very short time my hair began to grow and the bald spots disappeared. They have not returned up to the present time, which is about ten years since I can safely say that it is a very good cure. WILLIAM B. BERRY, Love Lane Terrace, Pontrecaut, Yorkshire, England, March 8, 1903."

MOTHERS

Are Assured of the Absolute Purity of Cuticura Soap and Cuticura Ointment

And of their unfailing efficacy in preserving, purifying and beautifying the skin, scalp, hair, and nails, and in preventing infantile humors, becoming chronic, and in curing them with Cuticura Soap and gentle anointing. Cuticura Ointment, afford instant relief, permit rest and sleep, and bring about a speedy, permanent and economical cure of torturing, disfiguring milk-crusts, scalded head, eczema, measles, itching, and all skin inflammations and chafings of infants and children, and afford rest and comfort to worried, worn-out parents, when all else fails. May be used from infancy to old age. Cuticura Remedies are sold wherever the British Drug House, London, 51, Chancery Lane, is represented. Sole Importers for the Straits Settlements, Singapore, and F.M.S., Messrs. Anglo-Siam Corporation, Ltd., 11, Market Street, Singapore. Sole Importers for the Malay Peninsula, Messrs. Anglo-Siam Corporation, Ltd., 11, Market Street, Singapore. 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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS



IT IS HEREBY NOTIFIED that a MEETING of His Majesty's JUSTICES of the Peace for the Colony will be held at the MAGISTRACY, at 2.15 p.m., on FRIDAY, the 20th AUGUST, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1893 and 8 of 1908, viz.:

From one G. BERTOLONE for permission to remove the business now carried on by him under an Adjunct Licence on premises numbered 37, Queen's Road Central, to the unnumbered premises in York Buildings which were formerly occupied by Messrs. COTTAM & Co.

F. A. HAZELAND, Justice Magistrate.

Hongkong, 9th August, 1909. [1063]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan," Agents, BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [1064]

VALUABLE LAND FOR SALE.

IN BANGKOK.

THAT desirable and the only available plot of FREEHOLD LAND, suitable for Rice and or Saw Mills, Docks, Shipping Offices and Godowns, with 2 Substantial and Commodious Brick Buildings, having an Access to the River frontage on the one end and 200 facing the Main Road on the other end.

Intending purchasers are requested to communicate to—

L. J. SEQUEIRA, Auctioneer and Land Agent, Bangkok, Siam. [1065]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR," Captain S. H. Bolton, will be despatched for the above Ports on TUESDAY, the 17th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th August, 1909. [1066]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING," Captain A. E. Goulton, will be despatched for the above ports on THURSDAY, the 19th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th August, 1909. [1067]

NOTICE TO CONSIGNEES.

FROM ANTWERP—LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"BORNEO," Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th August, 1909. [1]

NOTICE.

DURING the Temporary Absence of Mr. R. FUHRMANN from the Colony, Mr. HAKON SCHLUTTER is authorized to Sign our Firm Per Procuration.

REUTER, BROCKELMANN & Co., Hongkong, 10th August, 1909. [1069]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Grains for the next RACE MEETING are requested to send their Names in to the Undersecretary, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of AUGUST, 1909, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

THE REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1909. [1023]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd AUGUST, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors.

GEO. A. CALDWELL, Acting Secretary.

Hongkong, 27th July, 1909. [1015]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 19th AUGUST, 1909, at 3 p.m., alongside Queen's Statue Wharf, The Steam-Launch "SWALLOW,"

Length over all 78 feet. Breadth 14 feet 4 inches. Moulded Depth 8 feet. Capacity—Gross Tonnage 66.53. Net Tonnage 35.96. Compound Surface Condensing Engines 9 1/2 by 18. Working Pressure 125 lbs. 8 years old.

Licensed to carry—Within the Harbour Limits—120 passengers. Within the Local Trade Limits—81 passengers. Outside the Local Trade Limits—24 passengers.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1909. [1044]

WANTED.

A YOUNG LADY ASSISTANT (British) for the Music Department of a Store.

Apply by letter to—"MUSIC," Care of "Daily Press" Office.

Hongkong, 9th August, 1909. [1056]

COAL.

BUNKER COAL can now be supplied from the Deep Coals of SABAWAK GOVERNMENT MINES, at Labuan and Broketon, at Reduced Rates. Large stock always on hand. Apply SABAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

SUTTON'S SEEDS. Special Selected Collections for this Climate. VEGETABLES and FLOWERS IN AIR-TIGHT CASES. To be obtained from CHINA EXPRESS CO., 3, Duddell Street. [90]

FOR SALE.

REMINGTON TYPEWRITER, with TABULATOR AFFIXED, in Good Condition.

Apply to—"REMINGTON," Care of "Daily Press" Office.

Hongkong, 11th August, 1909. [1060]

FOR SALE.

ELECTRIC PLANT. Consisting of—TWO 125 Kilowatt STEAM ALTERNATOR SETS. Output, 60 Amperes at 2,100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBEY & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

Also ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power, by Messrs. BROWN and LINDLEY. For further particulars apply HONGKONG ELECTRIC CO., Ltd., St. George's Buildings.

Hongkong, 29th July, 1909. [1019]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

RABBITS

75 CENTS EACH.

HARES

\$1.50 EACH.

[563]

HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and after the 19th current, the Selling Price of ICE will be INCREASED to ONE CENT per Pound.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Ice Co., Ltd.

Hongkong, 13th July, 1909. [957]

ENTERTAINMENT

THEATRE ROYAL CITY HALL.

4 NIGHTS ONLY

COMMENCING

TO-NIGHT (THURSDAY), AUGUST 12TH.

MAURICE E. BANDMANN PRESENTS THE MERRY LITTLE MAIDS COMIC OPERA CO.

Thurs. Aug. 12th, The Enormously Successful Comic Opera A WALTZ DREAM.

Fri. Aug. 13th, For the First Time in Hongkong. The Great Gaiety Theatre Success HAVANA.

Satur. Aug. 14th, The Hit of the Century. The World's Record Breaker THE MERRY WIDOW.

Mon. Aug. 16th, Gilbert and Sullivan's Masterpiece THE MIKADO. From the Savoy Theatre, London.

PRICES... \$3, \$2 & \$1.

Box Plan now Open at—S. MOUTRIE & Co., Ltd.

Doors Open at 8.30. Commence at 9 p.m. Hongkong, 2nd August, 1909. [1030]

TO LET

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS. Apply to—E. A. & C. F. CARVALHO, 14, Arbuthnot Road.

Hongkong, 4th August, 1909. [1036]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms. Apply to—YEE SANG FAT & Co., Opposite General Post Office.

Hongkong, 21st June, 1909. [871]

TO LET.

NO. 1, ORMSBY TERRACE. No. 5, BARROW TERRACE. Cheap Rental. Apply to—SPANISH PROCURATION.

Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor. ONE SPACIOUS GODOWN, No. 125, Wanchai Road. Apply to—REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1909. [911]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "BRANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "BRANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

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Hongkong, 3rd March, 1909. [399]

TO LET

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply—CHATER & MODY, Victoria Buildings, Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE. For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 4,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1909. [98]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road. PREMISES at SHAMEN, CANTON, now in occupation of the Canton Kowloon Railway. NEW FIVE ROOMED HOUSES in Shelley Street. The EXHIB, No. 13, Peak. Unfurnished from 1st June, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910. BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street. HOUSES in BELLILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed exceptionally cheap rentals. FOR SALE.—FOR CHURCH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—LINSTED & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 23rd July, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor. Apply to—WM. MEYERINK & Co. Hongkong, 2nd July, 1909. [920]

TO LET.

IN No. 6, DES VOEUX ROAD CENTRAL, OFFICES and GODOWN. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club. DAVID SASSOON & Co., Ltd. Hongkong, 7th August, 1909. [1054]

TO LET.

"STOWFORD" 12 Bonham Road, and 5 STEWART TERRACE, the Peak. Apply—A. B., Care of "Daily Press" Office. [882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Fang Lay Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate. Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET. Apply—MESSRS. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 49, Yamnati, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 29th June, 1909. [909]

TO LET.

NO. 2, OLD BAILEY. Immediate possession. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Voeux Road. Hongkong, 7th August, 1909. [1053]

TO LET.

A HOUSE in Wong Nei Chong Road. A HOUSE in RIPPON TERRACE. OFFICES at No. 2, Connaught Road, 3rd Floor. No. 3, CLIFTON GARDENS, Conduit Road. No. 10, DES VOEUX ROAD CENTRAL, 4th Floor. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the Hongkong Hotel. FLATS in MORETON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1909. [97]

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 6,125,745 (about £479,407)

HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pocalongan, Paseroean, Tjilatjap, Padang, Medan (Deli) Palembang, Kotabradja, (Achoen) Bandjermasin.

Correspondents at: Massar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking BUSINESS INTEREST ALLOWED:

On Current Account 2 per annum on daily balances. On Fixed Deposits 12 months 4 1/2 per annum. " " 6 " 4 " " " " 3 " 3 1/2 " " " J. L. VAN HOUTEN, Agent. Hongkong, 23rd July, 1909. [25]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI. BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainan, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHOEORDER BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WACHSCHAUER & CO. MENDLSOHN & CO. M. A. VON ROTHSCHILD & SOHNEN Frankfurt a. M.

JACOB S. H. STERN NORDDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL OPPENHEIM, JR., & Co., Koenig. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON. THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000 SUBSCRIBED ... 1,125,000 PAID-UP ... 562,000 RESERVE FUND ... 250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits: For 12 months ... 4 per cent. For 6 " ... 3 1/2 per cent. For 3 " ... 2 1/2 per cent. EVAN ORMISTON, Manager. Hongkong, 27th April,

SHIPPING.

ARRIVALS.

AMIGO, German str., 11th August—Canton.
 ANNU, British str., 11th August—Canton.
 BORNEO, British str., 2,943, W. H. S. Hall,
 11th August—London 3rd July, General—
 P. & O. S. N. Co.
 HARCHING, British str., 1,267, J. W. Pasmore,
 11th August—Fochow via Amoy and
 Swatow 8th August, General—Douglas,
 Lapack & Co.
 HANCOCK, French str., 630, J. Pannier, 11th Aug.
 Hojohong and Pakhoi 6th Aug. General—
 A. R. Marty.
 MEEBO, Chinese str., 11th August—Canton.
 MATILDE, German str., 831, A. P. Uderup,
 11th Aug.—Hohow 10th Aug. General—
 Johnson & Co.
 PRIMA, British str., 2,095, Lewis, 10th August—
 Singapore 3rd August, General—Butter-
 field & Swire.
 YEROSHIT MARU, Japanese str., 2,992, B. Kon,
 11th August—Hohow and Singapore 4th
 August, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

11th August.
 Bajun Maru, Japanese str., for Swatow.
 Korojo, British str., for Shanghai.
 Korojo, German str., for Hohow.
 Sigen, British str., for Hohow.

DEPARTURES.

11th August.
 BOBLOW, German str., for Shanghai.
 HAKUM, Norwegian str., for Hohow.
 HAKUM, British str., for Swatow.
 JASON, British str., for Singapore.
 NANCHANG, British str., for Tsingtau.
 PRINZ LUDWIG, German str., for Europe, &c.
 TAMING, British str., for Manila.

SHIPPING REPORTS.

The British str. Hatching reports: Strong
 Westerly wind and sea.

VESSELS IN DOCK.

August 11th.

ABERDEEN DOCK.—
 Kowloon Dock—Vessels, Chuanang,
 Pavia, Sorogon, Dos Hermanos, Telencas,
 C. Dielerichsen.
 COSMOPOLITAN DOCK—Mogulines.

TAIKOO DOCK—Fochow, Kaga Maru.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE
 ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
 Steamers to Port Said, Messina,
 Naples, Livorno and Genoa, also
 Venice and Trieste, all MEDITER-
 RANEAN, ADRIATIC, LEVANTINE and
 SOUTH AMERICAN PORTS up to CALAO.
 (Taking Cargo at through rates to PERSIAN
 GULF and BAHAMAS, also BARCELONA,
 VALENCIA, ALICANTE, ALMERIA and
 MALAGA.)

THE Steamship.

"ISCHIA."
 Captain Bekito, will be despatched as above
 TO-DAY, the 12th inst., at Noon.
 For further particulars regarding Freight
 and Passage, apply to
 CARLOWITZ & Co.,
 Agents.

Hongkong, 11th August, 1909. [4]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM TO SHANGHAI YOKOHAMA
AND KOBE.

THE Company's Steamship

"NIPPON."
 Capt. Tarabochia, will leave for the above places
 on WEDNESDAY, the 18th inst., at A.M.
 This steamer has special accommodation for
 passengers, electric light, carries a doctor and
 stewardess.
 For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents,
 Hongkong, 11th August, 1909. [3]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSIRE."
 Captain Daniel, will be despatched as above on
 or about the 25th inst.
 The attention of passengers is drawn to the
 excellent accommodation provided by this
 vessel at cheap rates. The steamer is specially
 adapted for service in the tropics, being fitted
 with refrigerating machinery and electric fans
 in staterooms. A Doctor and Stewardess are
 carried. Fare to London, £35.
 For Further Particulars, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 2nd August, 1909. [1032]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND
LEITH.

THE Steamship

"CARNARVONSHIRE."
 Captain Ingram, will be despatched as above
 on or about the 25th inst.
 For Freight apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 2nd August, 1909. [1031]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "LENNOX" About 10th Sept.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents,
Hongkong, 2nd August, 1909. [1008]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k,"
 nearest Hongkong "h," midway between Hongkong and Kowloon "m," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & NO. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|-------------------------------------------------|------------------|-------------|-------|-----------------------|-------------------------------|------------------------------|
| LONDON & ANTWERP via SINGAPORE, &c. | SARDINIA | Brit. str. | — | C. C. Talbot, R.N.R. | P. & O. S. N. Co. | About 11th inst. |
| LONDON &c. via USUAL PORTS OF CALL. | CALEDONIA | Brit. str. | — | W. Hayward, R.N.R. | P. & O. S. N. Co. | On 21st inst., at Noon. |
| LONDON & ANTWERP | CARMARTHENSIRE | Brit. str. | — | Daniel | JARDINE, MATHESON & Co., Ltd. | About 25th inst. |
| ANTWERP, ROTTERDAM & HAMBURG, &c. | SAMBA | Ger. str. | k.w. | Müller | HAMBURG-AMERICA LINE | Today. |
| ANTWERP, ROTTERDAM & HAMBURG, &c. | ARABIA | Ger. str. | k.w. | Neumann | HAMBURG-AMERICA LINE | About mid. of Sept. |
| HAYRE, BREMEN & HAMBURG, &c. | ANDALUSIA | Ger. str. | k.w. | Block | HAMBURG-AMERICA LINE | On 1st Sept. |
| HAYRE & HAMBURG via SUBAITS, &c. | SPAZIA | Ger. str. | k.w. | Peter | HAMBURG-AMERICA LINE | On 14th Sept. |
| MARSEILLES, HAYRE & HAMBURG, &c. | SLAVONIA | Ger. str. | k.w. | Peter | HAMBURG-AMERICA LINE | On 18th inst. |
| MARSEILLES, HAYRE, COPENHAGEN, &c. | YEDDO | Dan. str. | — | Girard | MESSEGERIES MARITIMES | Middle of Aug. |
| MARSEILLES, &c. via PORTS OF CALL | ERNEST SIMONS | Frean. str. | — | A. Keith | NIPPON YUSEN KAISHA | On 17th inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | AWA MARU | Jap. str. | — | Ingram | JARDINE, MATHESON & Co., Ltd. | On 18th inst., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | CARNARVONSHIRE | Brit. str. | — | C. H. Butler | NIPPON YUSEN KAISHA | About 25th inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | TAMBA MARU | Ger. str. | k.w. | Babel | HAMBURG-AMERICA LINE | On 1st Sept., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | SAKONA | Jap. str. | — | A. E. Moses | MELCHERS & Co. | On 2nd Sept. |
| MARSEILLES, HAYRE & HAMBURG, &c. | CATHAY | Dan. str. | — | B. Wilhelm | MELCHERS & Co. | End of Sept. |
| MARSEILLES, HAYRE, COPENHAGEN, &c. | MISHIMA MARU | Jap. str. | — | W. G. Williams | JARDINE, MATHESON & Co., Ltd. | About 25th inst. |
| GENOA, MARSEILLES, LONDON & ANTWERP, &c. | AMERICA MARU | Jap. str. | — | J. Boyd | CANADIAN PACIFIC R. Co. | On 14th inst., at 5 p.m. |
| CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c. | GOEBEN | Ger. str. | — | M. Hegino | CANADIAN PACIFIC R. Co. | On 18th Sept., at Noon. |
| NAPLES, GENOA, ALGIERES | SULEIA | Aus. str. | — | K. Kawara | OSAKA SHOSHUN KAISHA | On 17th inst., at 4 p.m. |
| TRIESTE, &c. via SUEZ CANAL | INDRAWADI | Brit. str. | — | H. Hageuer | NIPPON YUSEN KAISHA | On 14th inst., at 4 p.m. |
| NEW YORK via SUEZ CANAL | WELSH PRINCE | Brit. str. | — | C. W. 234 | BUTTERFIELD & SWIRE | To-morrow, at Daylight |
| BOSTON & NEW YORK | LENNOX | Brit. str. | 2 m. | St. John George | NIPPON YUSEN KAISHA | On 18th inst., at 4 p.m. |
| VANCOUVER via SHANGHAI JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 3rd Sept., at Noon. |
| VANCOUVER, B.C. TACOMA & SEATTLE via JAPAN | MYTHIC | Brit. str. | 1 m. | M. Winckler | NIPPON YUSEN KAISHA | On 1st Oct., at Noon. |
| VANCOUVER via SHANGHAI JAPAN, &c. | SEATTLE MARU | Jap. str. | — | Sawer | JARDINE, MATHESON & Co., Ltd. | About 21st inst. |
| TACOMA via KEELUNG, SHANGHAI & JAPAN | KAGA MARU | Jap. str. | — | F. Leske | JARDINE, MATHESON & Co., Ltd. | To-day, at 5 p.m. |
| VICTORIA, B.C. & SEATTLE via KEELUNG, &c. | SHINANO MARU | Jap. str. | — | W. J. Davies | NIPPON YUSEN KAISHA | On 20th inst., at 5 p.m. |
| AUSTRALIAN PORTS via MANILA | COBLENZ | Ger. str. | 1 m. | Wm. Bainbridge | NIPPON YUSEN KAISHA | On 27th inst., at 5 p.m. |
| AUSTRALIAN PORTS via QUEENSLAND PORTS, &c. | CHANGSHA | Brit. str. | — | M. Winckler | NIPPON YUSEN KAISHA | On 1st Sept., at Noon. |
| AUSTRALIAN PORTS via QUEENSLAND PORTS, &c. | ADENHAM | Jap. str. | — | H. Koops | JAVA-CHINA-JAPAN LINE | About 25th inst. |
| AUSTRALIAN PORTS via MANILA | NIKKO MARU | Jap. str. | — | E. Zochar de | OSAKA SHOSHUN KAISHA | To-day, at 10 a.m. |
| AUSTRALIAN PORTS via MANILA | KUNASU MARU | Jap. str. | — | Y. Funeso | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| MOJI | CHUNSHANG | Ger. str. | — | B. Kon | NIPPON YUSEN KAISHA | To-day. |
| YOKOHAMA AND KOBE | PRINZ WALDEMAR | Brit. str. | — | F. Wheeler | JARDINE, MATHESON & Co., Ltd. | To-morrow. |
| KOBE & MOJI | HINSHANG | Jap. str. | — | W. H. S. Hall, R.N.R. | P. & O. S. N. Co. | About 15th inst., at D'light |
| KOBE & YOKOHAMA | MIYASAKI MARU | Jap. str. | — | Williams | BUTTERFIELD & SWIRE | On 15th inst., at D'light |
| KOBE & YOKOHAMA | KUNASU MARU | Jap. str. | — | Wagner | MESSEGERIES MARITIMES | On 17th inst. |
| NAGASAKI, KOBE & YOKOHAMA | THIKINI | Dut. str. | — | E. Tarabochia | HAMBURG-AMERICA LINE | On 18th inst., at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | DEFFLINGER | Ger. str. | 1 m. | H. Powell | BUTTERFIELD & SWIRE | On 19th inst., at 4 p.m. |
| SHANGHAI via SWATOW, AMOY & FOCHOW | BUJUN MARU | Jap. str. | — | P. J. van Emmerick | NIPPON YUSEN KAISHA | About 19th inst. |
| SHANGHAI | ANRU | Brit. str. | — | K. Sugi | NIPPON YUSEN KAISHA | On 22nd inst., at Noon. |
| SHANGHAI & CHINKIANG | KALGAN | Jap. str. | — | H. Muryama | NIPPON YUSEN KAISHA | On 24th inst., at Noon. |
| SHANGHAI & KOBE | YEBOSHI MARU | Jap. str. | k.w. | G. Hooker | JARDINE, MATHESON & Co., Ltd. | End of Aug. |
| SHANGHAI, YOKOHAMA & KOBE | SPAZIA | Brit. str. | — | W. C. Pasmore | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| SHANGHAI | KWONGSANG | Brit. str. | — | P. H. Kelle | OSAKA SHOSHUN KAISHA | On 15th inst., at 10 a.m. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | BORNEO | Ger. str. | 1 m. | B. Rodger | OSAKA SHOSHUN KAISHA | On 15th inst., at 10 a.m. |
| SHANGHAI | AUSTRALIAN | Frean. str. | — | S. J. Payne | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| SHANGHAI, KOBE & YOKOHAMA | C. PERD. LARIEZ | Ger. str. | k.w. | R. W. Underbridge | NIPPON YUSEN KAISHA | On 15th inst., at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | CHINKUA | Brit. str. | — | S. J. Payne | NIPPON YUSEN KAISHA | On 17th inst., at Noon. |
| SHANGHAI | DEVANHA | Brit. str. | — | P. E. Rosch | JARDINE, MATHESON & Co., Ltd. | On 14th inst., at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | CHENAN | Brit. str. | — | P. H. Kelle | BUTTERFIELD & SWIRE | On 17th inst., at Noon. |
| SHANGHAI | POOKSANG | Brit. str. | — | E. Rodger | JARDINE, MATHESON & Co., Ltd. | On 14th inst., at Noon. |
| SHANGHAI | CATHAY | Dut. str. | — | S. J. Payne | NIPPON YUSEN KAISHA | On 21st inst., at Noon. |
| SHANGHAI | TILATAP | Jap. str. | — | P. E. Rosch | NIPPON YUSEN KAISHA | On 24th inst., at 9 a.m. |
| SWATOW via SWATOW & AMOY | SOHBU MARU | Jap. str. | — | W. A. Evans | NIPPON YUSEN KAISHA | Today, at Noon. |
| TAMSUI via SWATOW & AMOY | DAIGO MARU | Jap. str. | — | S. H. Nelson | DAVID SARGON & Co., Ltd. | On 20th inst. |
| SWATOW, WEIHAUWAI & TIENSIN | KUICHOW | Brit. str. | 1 m. | A. E. Gentles | JARDINE, MATHESON & Co., Ltd. | On 17th inst., at 3 p.m. |
| SWATOW, AMOY & FOCHOW | HAICHONG | Brit. str. | 2 h. | J. Robinson | STUTESFIELD & SWIRE | On 19th inst., at 3 p.m. |
| SWATOW | HAJUN | Brit. str. | 2 h. | Zwart | JAVA-CHINA-JAPAN LINE | On 14th inst., at 4 p.m. |
| SWATOW | HAITAN | Brit. str. | 1 m. | | | Quick despatch. |
| SWATOW, AMOY & FOCHOW | SINGAN | Brit. str. | — | | | |
| HOIHOW, PAKHOI & HAIPHONG | YENANG | Brit. str. | — | | | |
| MANILA | ZAFIRO | Brit. str. | — | | | |
| MANILA | TEAN | Brit. str. | — | | | |
| MANILA | LOONGSANG | Brit. str. | — | | | |
| MANILA | RUBI | Brit. str. | — | | | |
| MANILA | TAMING | Ger. str. | 1 m. | | | |
| MANILA | BOHNO | Jtal. str. | — | | | |
| KUDAT & SANDAKAN | BOMBAY MARU | Jap. str. | — | | | |
| BOMBAY via SINGAPORE & PENANG | GEORGET APGAR | Brit. str. | — | | | |
| SINGAPORE, PENANG & CALCUTTA | LIGHTNING | Brit. str. | — | | | |
| SINGAPORE, PENANG & CALCUTTA | KUSANG | Brit. str. | — | | | |
| SAMARANG & SOERABAYA | SHANTUNG | Brit. str. | — | | | |
| BATAVIA, CHERIBON, SAMARANG, &c. | TIJODAS | Dut. str. | — | | | |

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
 United States of America and Canada and also for the Principal Ports in Mexico
 and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|-----------|-------|--------------|--------------------|
| * AYMERIC | 4,363 | J. Boyd | On 26th August. |
| SUVERIC | 6,232 | S. Shotton | On 23rd September. |
| OCEANO | 4,657 | F. W. Davies | On 21st October. |
| KUMERIC | 6,232 | J. Mathie | On 18th November. |

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 HONGKONG, 10th August, 1909. QUEEN'S BUILDINGS. [8]

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

| FOR | STEAMERS | TO SAIL |
|-------------------------------------------------------------------------|------------------------------------|----------------------------------|
| MANILA, YAP, NEW GUINEA, BRISBANE, SAMARAI SYDNEY and MELBOURNE | "COBLENZ" Capt. H. RAEGER | Friday, 13th Aug., at D'light |
| KUDAT & SANDAKAN | "BORNEO" Capt. F. SEMBELL | Sunday, 15th Aug. at 9 A.M. |
| YOKOHAMA & KOBE | "PRINZ WALDEMAR" Capt. F. ISEKE | About Friday 21st August |
| NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "GOEBEN" Capt. B. WILHELM | Wed. day, 25th Aug., at Noon. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "DEFFLINGER" Capt. E. ZACHARIDE | About Thursday 26th August. |

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 12th August, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
 Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama,
 Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of
 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
 SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec.
 "EMPERESS OF JAPAN" Sat., 14th Aug. "EMPERESS OF BRITAIN" Fri., 10th Sept.
 "EMPERESS OF CHINA" Sat., 4th Sept. "ALLAN LINER" Friday, 1st Oct.
 "MONTEAGLE" Saturday, 18th Sept. "EMPERESS OF IRELAND" Fri., 22nd Oct.
 "EMPERESS OF INDIA" Sat., 25th Sept. "ALLAN LINER" Friday, 12th Nov.
 "EMPERESS OF JAPAN" Sat., 16th Oct.

"Empress" Steamships leave HONGKONG at 6 P.M.
 "Monteagle" at 12 Noon.
 The Quickest route to CANADA, UNITED STATES and EUROPE, calling at
 SHANGHAI, NAGASAKI (through the Inland Sea of Japan), KOBE,
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with the
 Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS"
 Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to
 Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped
 with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers } £43. " £45.
 " and 1st Class Railway }
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while
 crossing the American Continent by Canadian Pacific direct Line.
 B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
 affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
 of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
 Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CHADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

| FOR | STEAMERS | TO SAIL |
|------------------------------|---------------------------------|------------------------|
| MARSEILLES VIA PORTS | "ERNEST SIMONS" Capt. Girard | On 17th Aug. 1 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | "AUSTRALIEN" Capt. X. | About 18th Aug. |
| SHANGHAI, KOBE & YOKOHAMA | "POLYNESIE" Capt. Broc | On 30th Aug. P.M. |
| MARSEILLES VIA PORTS | "TONKIN" Capt. Charbonnel | On 31st Aug. 1 P.M. |

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
 Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
 Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
 from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
 Hongkong, 12th August, 1909. Queen's Building. [2]

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE."
 will be despatched for the above Ports on
 SATURDAY, the 14th August, 1909.
 For Freight and Passage, apply to
 ARNOLD, KARBURG & Co.,
 Agents.
 Hongkong, 24th July, 1909. [915]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
 AUSTRALIA, INDIA, ADEEN, EGYPT,
 MEDITERRANEAN PORTS,
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL,
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CALEDONIA."

Captain W. Hayward, R.N.R., carrying His
 Majesty's Mails, will be despatched from this
 for Bombay, &c., on SATURDAY, the
 21st August, at Noon

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|----------------------------------------------------------------|----------------------------------------|-----------------|-------------------------------|
| LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port | SARDINIA Capt. C. C. Talbot, R.N.R. | About 11th Aug. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | DEVANHA Capt. W. H. S. Hall, R.N.R. | About 13th Aug. | Freight and Passage. |
| SHANGHAI | DEVANHA Capt. H. Powell | About 19th Aug. | Freight and Passage. |
| LONDON via USUAL PORTS OF CALL | CALEDONIA Capt. W. Hayward, R.N.R. | 19th Aug. | See Special Advertisement. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|------------|----------------------|
| SHANGHAI and CHINKIANG | "KALGAN" | On 12th Aug., 4 P.M. |
| SHANGHAI and TIENTSIN | "KUIKOW" | On 12th Aug., 4 P.M. |
| SHANGHAI | "AMHUI" | On 13th Aug., 4 P.M. |
| HOIHOW, PAKHOI and HAIPHONG | "SINGAN" | On 13th Aug., 9 A.M. |
| SAMARANG and SOURABAYA | "SHANTUNG" | On 14th Aug., 4 P.M. |
| SHANGHAI | "LINAN" | On 14th Aug., 4 P.M. |
| MANILA | "TEAN" | On 17th Aug., 3 P.M. |

THURSDAY ISLAND, COOK
TOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY,
with Transhipment for TASMANIA,
NEW ZEALAND, ADELAIDE,
FREMANTLE and PERTH

SHANGHAI
SHANGHAI
MANILA

"CHINHUA" On 19th Aug., 4 P.M.
"CHENAN" On 22nd Aug., 4 P.M.
"TAMING" On 24th Aug., 3 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior
accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN,"
"CHINHUA," and "LINAN" with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.

For Freight or Passage apply to—
HONGKONG, 12th August, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|---------------------------------------------------------|----------|-------------------|
| MARSEILLES, HAVRE, COPENHAGEN, GERMANY and BALTIC PORTS | "YEDDO" | Middle of August. |
| SHANGHAI, YOKOHAMA and KOBE | "CATHAY" | End of August. |
| MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS | "CATHAY" | End of September. |

For Further Particulars apply to
HONGKONG, 5th August, 1909.

MELOHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---------------------------------|-------------|-----------------------------------------|
| KOBE & MOJI | "HINRANG" | Thursday, 12th Aug., 5 P.M. |
| MOJI | "CHUNSHANG" | Friday, 13th Aug., 4 P.M. |
| MANILA | "YUENSANG" | Friday, 13th Aug., 4 P.M. |
| SHANGHAI | "KWONGSANG" | Sunday, 15th Aug., 11th Aug., 11th Aug. |
| MANILA | "LOONGSANG" | Friday, 20th Aug., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "POOKSANG" | Tuesday, 24th Aug., Noon. |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | Tuesday, 31st Aug., 3 P.M. |

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANGSANG" and "POOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang
Telephone No. 61.

For Freight or Passage, apply to
HONGKONG, 12th August, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO.,
LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING |
|------------|------------------------------|----------------------------------|
| "HAICHING" | SWATOW, AMOY and FOOCHOW. | FRIDAY, 13th Aug., at 2 P.M. |
| "HAINUN" | SWATOW | SUNDAY, 15th Aug., at Noon. |
| "HAITAN" | SWATOW, AMOY and FOOCHOW. | TUESDAY, 17th Aug., at 2 P.M. |

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO
FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST
AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

HONGKONG, 12th August, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID | AWA MARU Capt. A. Kishi, TAMBA MARU Capt. C. H. Butler, KAGA MARU Capt. M. Hagino. | 6,500 6,500 6,500 | WED. DAY, 18th Aug. at Daylight. WED. DAY, 1st Sept. at Daylight. TUESDAY, 17th Aug. at 4 P.M. |
| YOKOHAMA, SHIMIZU and YOKOHAMA | SHINANO MARU Capt. K. Kawara, NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler, YEBOSHI MARU Capt. B. Kon, KANAGAWA MARU Capt. J. Nagao. | 7,000 6,000 6,000 6,000 6,500 | TUESDAY, 14th Sept. at 4 P.M. FRIDAY, 3rd Sept. at Noon. FRIDAY, 1st Oct. at Noon. THURSDAY, 12th August. FRIDAY, 20th Aug. at 5 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | BOMBAY MARU Capt. W. A. Evans, MIYASAKI MARU Capt. T. Murai, KUMANO MARU Capt. M. Winkler. | 5,000 9,000 6,000 | FRIDAY, 20th August. FRIDAY, 27th Aug. at 5 P.M. WED. DAY, 1st Sept. at Noon. |
| SHANGHAI and KOBE | | | |
| KOBE and YOKOHAMA | | | |
| BOMBAY via SINGAPORE and COLOMBO | | | |
| KOBE and YOKOHAMA | | | |
| NAGASAKI, KOBE and YOKOHAMA | | | |

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE,
COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. WM. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS
BETWEEN
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|-----------|------------------|--------------|--------------|------------------|
| 1st CLASS | \$120 | \$110 | \$100 | \$90 |
| 2nd " | \$80 | \$70 | \$60 | \$50 |

Option of rail between Calling Ports in Japan.
For further particulars apply to

HONGKONG, 4th August, 1909.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|--------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 14th Aug. Noon. |
| RUBI | 2540 | E. W. Almond | Manila | On 21st Aug. Noon. |

For Freight or Passage apply to
HONGKONG, 2nd August, 1909.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levant, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

Next SAILINGS FROM HONGKONG:

| OUTWARD. | HOMEWARD. |
|------------------------------------|-------------------------------------|
| FOR SHANGHAI, YOKOHAMA & KOBE: | FOR ANTWERP, ROTTERDAM & HAMBURG: |
| S.S. SPEZIA ... 13th Aug. | S.S. SAMBIA ... 12th August |
| S.S. C. FERD. LAEISZ ... 17th Aug. | S.S. SLAYONIA ... 18th August |
| S.S. AMBRIA ... 27th Aug. | S.S. ANDALUSIA ... 1st Sept. |
| S.S. NICOMEDIA ... 8th Sept. | FOR MARSEILLES, HAVRE & HAMBURG: |
| S.S. LIBERIA ... 15th Sept. | S.S. SAXONIA ... 2nd Sept. |
| | FOR HAVRE & HAMBURG: |
| | S.S. SPEZIA ... 14th Sept. |
| | FOR ANTWERP, ROTTERDAM & HAMBURG: |
| | S.S. ARABIA ... About mid. of Sept. |

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG, 7th August, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA,
HONOLULU and SALINA CRUZ (Mexico).

| | | |
|--------------------|-----------------|--------------------------|
| S.S. AMERICA MARU | 6000 tons gross | Sail Aug. 30th, at Noon. |
| S.S. HONGKONG MARU | 6000 " | Oct. 26th, at Noon. |
| S.S. MANSHU MARU | 500 " | Dec. 10th, at Noon. |

For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yok Building,
HONGKONG, 29th June, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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The only direct train service, without transshipment, also shortest and
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| FOR | STEAMERS | Tons | LEAVES. |
|-------------------------------------------------------------------------|---------------------------|-------|---------------------------|
| TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA | "SEATTLE MARU" Capt. — | 6,178 | SATURDAY, 28th August. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage,
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Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
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HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE
Taking Cargo on through Bills of Lading to all Yangtze River and North China
Ports, by the steamers to Shanghai.

| FOR | STEAMERS | LEAVES. |
|----------------------------------------|-----------------------------------|-----------------------------------|
| SHANGHAI via SWATOW, AMOY & FOOCHOW | "BUJUN MARU" Capt. Y. FUSENO | THURSDAY, 12th Aug. at 10 A.M. |
| TAMSOI via SWATOW, AMOY & FOOCHOW | "DAIGI MARU" Capt. H. MURAYAMA | SUNDAY, 15th Aug. at 10 A.M. |
| ANPING via SWATOW, AMOY & FOOCHOW | "SOSEU MARU" Capt. K. SUGI | WED. DAY, 18th Aug. at 10 A.M. |

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made
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Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
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T. ARIMA,
MANAGER.

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Hongkong, 4th August, 1898.

HIS BRITANNIC MAJESTY'S SHIPS
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Alacrity, despatch-boat, 700 tons, 4 guns
3,000 h.p., Com. C. T. Fuller, Weihaiwei.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 h.p., Captain F. E. C. Ryan,
Weihaiwei.

Bedford, 1st class cruiser, Capt. E. S. Fitzher-
bert, R.N., Weihaiwei.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut.
Comdr. H. R. O. Bridgeman,
Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. F. B. Noble, Weihaiwei.

Cadmus, British sloop, 1,070 tons, Comdr. H. L.
P. Heard, Singapore.

Cherub, water tank and tug, 390 tons, 500 i.h.p.
Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T.
Borrett, Weihaiwei.

Fame, torpedo-boat destroyer, 310 tons, 6
guns, 5,700 h.p., Lieut.-Comdr. Thomas,
Weihaiwei.

Flora, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 i.h.p., Capt. Roland Nugent,
cruising in Pacific.

Handy, torpedo-boat destroyer, 275 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. Heathcote,
Hongkong.

Hart, torpedo-boat destroyer, 275 tons 6 guns,
4,000 h.p., Lieut.-Comdr. Monroe, Weihai-
wei.

Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lt.-Comdr. Heathcote, Hong-
kong.

Kent, 1st class cruiser, 9,800 tons, 14 guns,
22,000 i.h.p., Capt. G. C. A. Marscaur,
Weihaiwei.

King Alfred, 1st class cruiser. Flag ship of
Vice-Admiral the Hon. Sir Hedworth
Lambton, Commander-in-Chief, 14,100 tons,
18 guns, 30,000 i.h.p., Capt. L. Clinton-
Baker, Weihaiwei.

Kinsara, river gunboat, 516 tons, Lieut.-Comdr.
T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p., Comdr. F. H. Walter, Borneo.

Monmouth, cruiser, 9,800 tons, Capt. G. W.
Smith, Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. G. P. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 h.p.
Lieut.-Comdr. R. S. Roy, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p., Lt.-Comdr. B. J. D. Guy,
V.O., Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. H. R. Tickle, West
River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Alan Dixon, Yangtze.

Taku, torpedo boat destroyer Gunner Barlow,
Hongkong.

Tamar, receiving ship, 4,500 tons, 6 guns,
Commodore Lyon, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. H. R. Gifford, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. H. T. Ashlay, Yangtze.

Virago, torpedo-boat destroyer, 395 tons, 6 guns,
6,300 i.h.p., Commander. Stevenson,
Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p.
Lieut.-Comdr. H. P. Douglas, Port
Svetlenham.

Whiting, torpedo-boat destroyer, 350 tons, 5
guns, 5,900 h.p., Lieut.-Comdr. C. A.
Fremantle, Weihaiwei.

Wildcat, gunboat 195 tons, 2 guns, 800 h.p.
Lt. Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.
Lieut.-Comdr. H. R. V. Colford, Dornier
Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.
Lieut.-Comdr. G. R. Livingstone, Yangtze.

